

COMMUNITY DESIGN ELEMENT

GOALS

- 1.** To raise the aesthetic quality of the City.
- 2.** To strengthen the economy through high quality development.
- 3.** To ensure that a high quality of life is maintained as Renton evolves.

Purpose Statement: The purpose of the Community Design Element is to establish policies that set standards for high quality development, improve the aesthetics and functionality of existing neighborhoods and commercial areas, and guide the development of new neighborhoods that are part of a better community.

Recognizing that the exceptional quality of life in Renton is dependent upon a strong local economy, these policies are intended to further that economic health. They are based on the belief that a positive image and high quality development attracts more of the same.

Goals:

1. To raise the aesthetic quality of the City,
2. To strengthen the economy through high quality development, and
3. To ensure that a high quality of life is maintained as Renton evolves.

Discussion:

The objectives and policies adopted to meet these goals address issues related to both the natural and built environment such as: how the physical organization of development can create a desirable place to live; the importance of view protection; ways to improve the streetscape; principles of vegetation preservation, selection, and maintenance; principles of architectural and urban design; and the function of urban separators.

I. Natural Areas

Summary: Natural areas are an important component of the community. The purpose of including natural areas in the Community Design Element is not so that natural areas will be “designed,” but rather so that the built environment can be shaped in a manner that takes into consideration the natural environment.

The Community Design Natural Areas objectives are intended to address:

- Urban growth in relation to natural areas,
- Protection and enhancement of natural areas, and
- Public access to natural areas.

Objective CD-A: The City's unique natural features, including land form, vegetation, lakeshore, river, creeks and streams, and wetlands should be protected and enhanced as opportunities arise.

Policy CD-1. Integrate development into natural areas by clustering development and/or adjusting site plans to preserve wetlands, steep slopes, and notable stands of trees or other vegetation. Natural features should function as site amenities. Use incentives such as flexible lot size and configuration to encourage preservation and add amenity value.

Policy CD-2. During development, effort should be made to preserve watercourses as open channels.

Policy CD-3. Site design should maximize public access to and create opportunities for use of shoreline areas in locations contiguous to a lake, river, stream, or wetland where such access would not jeopardize habitats and other environmental attributes of the water body.

Policy CD-4. Development review of proposed projects should identify opportunities for increasing public access to Lake Washington, the Cedar River, wetlands, streams, and creeks in the City.

Policy CD-5. Renton's public and private open space should be increased in size through acquisition of additional land or dedication of Native Growth Protection Area easements.

Policy CD-6. Public open space acquisition should be consistent with the Long Range Parks, Recreation, Open Space, and Trails Plan Policy.

Policy CD-7. Interpret development standards to support projects incorporating site features such as distinctive stands of trees and natural slopes that can be retained to enhance neighborhood character and preserve property values where possible. Replanting should occur where trees are not retained due to safety concerns. Retention of unique site features should be balanced with the objective of investing in neighborhoods within the overall context of the Vision Statement of this Comprehensive Plan.

Policy CD-8. During development, significant trees, either individually or in stands, should be preserved, replaced, or as a last option, relocated.

II. Urban Separators

Summary: Urban Separators are low-density residential areas, intended to establish edges between Renton and other communities. These transition areas will become more important as urban areas intensify.

In some areas, natural features such as stream courses, landform, and vegetation already serve as buffers.

These policies are implemented by the Resource Conservation and Residential 1 zoning designations. The Urban Separator policies should be considered along with Residential Low Density policies.

Objective CD-B: Designate low-density residential and resource areas as Urban Separators to provide physical and visual distinctions between Renton and adjacent communities, and to define Renton's boundaries.

Policy CD-9. The function of Urban Separators should be to:

- a. Reinforce the character of the City,
- b. Establish clear boundaries between the City and other communities,
- c. Separate high-intensity urban land uses from low-intensity uses and resource lands, and
- d. Protect environmentally sensitive and critical areas.

Policy CD-10. Location criteria should consider the following types of lands for designation as Urban Separators:

- a. Individual and interconnecting natural features, critical areas, public and private open space and water features.
- b. Existing and proposed individual and interconnecting parks and agricultural areas.
- c. Areas that provide a logical and easily identifiable physical separation between urban communities.

III. Established Residential Neighborhoods

Summary: The policies included in this section of the Community Design Element are intended to guide construction of new, small-scale infill residential development and modifications to existing residential and commercial structures.

Objective CD-C: Promote reinvestment in and upgrade of existing residential neighborhoods through redevelopment of small, underutilized parcels with infill development, modification and alteration of older housing stock, and improvements to streets and sidewalks to increase property values.

Policy CD-11. Support modification of existing commercial and residential structures and site improvements that implement the current land use policies as reinvestment occurs in neighborhoods. Such modifications may consist of parking lot design, landscaping renovation, new coordinated signage, and site plan/building alterations that update structures to contemporary standards.

Policy CD-12. Sidewalks or walking paths should be provided along streets in established neighborhoods, where sidewalks have not been previously constructed. Sidewalk width should be ample to safely and comfortably accommodate pedestrian traffic and, where practical, match existing sidewalks.

Policy CD-13. Vacant property should be maintained (landscaped, pruned, mowed, and litter removed) or screened to prevent adverse visual, economic, and health/safety impacts on the surrounding area.

Policy CD-14. Infill development, defined as new short plats of nine or fewer lots, should be encouraged in order to add variety, update housing stock, and increase vitality of neighborhoods.

Policy CD-15. Infill development should be reflective of the existing character of established neighborhoods even when designed using different architectural styles, and /or responding to more urban setbacks, height or lot requirements. Infill development should draw on elements of existing development such as placement of structures, vegetation, and location of entries and walkways, to reflect the site planning and scale of existing areas.

Policy CD-16. Project design, including location of access and dimensions of yards and setbacks, should address privacy and quality of life on existing improved portions of sites. Rear and side yard setbacks should be maintained and not reduced to facilitate increased density.

Policy CD-17. Setbacks and other development standards should not be reduced on newly platted lots through modification or variance to facilitate increased density.

Policy CD-18. Architecture of new structures in established areas should be visually compatible with other structures on the site and with adjacent development. Visual compatibility should be evaluated using the following criteria:

- a. Where there are differences in height (e.g., new two-story development adjacent to single-story structures), the architecture of the new structure should include details and elements of design such as window treatment, roof type, entries, or porches that reduce the visual mass of the structure.
- b. Garages, whether attached or detached, should be constructed using the same pattern of development established in the vicinity.
- c. Structures should have entries, windows, and doors located to maintain privacy in neighboring yards and buildings.

IV. New and Infill Development

Summary: Objectives and policies that address new commercial and residential development and infill are intended to serve multiple purposes. First, concerns about new development “fitting in” to established areas of Renton have resulted in an increased awareness that site design and architecture, when planned to be compatible with the context of the neighborhood or commercial area, can make the “fit” of the new project more comfortable.

Second, these objectives and policies provide assistance to project proponents so when planning new development for Renton, they can be guided in their choices.

Third, city officials, who must make decisions regarding new projects, can use these objectives and policies to guide their review of project proposals.

Elements of new development represented by objectives and policies in this section include:

- A. Site planning
- B. Gateways
- C. Views, focal points, and public amenities
- D. Architecture
- E. Landscaping
- F. Streets, sidewalks, and streetscape
- G. Signs
- H. Lighting
- I. Parking

A. Site Planning

Summary: Site planning is the art and science of arranging structures, open space, and non-structural elements on land in a functional way so that the purpose of the development can be met, while keeping those elements in harmony with each other and with the context of the project.

Objective CD-D: New development should have an interconnected road network that supports multi-modal transportation.

Policy CD-19. Land should be subdivided into blocks sized so that walking distances are minimized and convenient routes between destination points are available.

Policy CD-20. Orient site and building design primarily toward pedestrians through master planning, building location, and design guidelines.

Policy CD-21. In areas developed with high intensity uses, circulation within the site should be primarily pedestrian-oriented. Internal site circulation of vehicles should be separated from pedestrians wherever feasible by dedicated walkways.

Policy CD-22. During land division, all lots should front streets or parks. Discourage single tier lots with rear yards backing onto a street. Where a single-tier plat is the only viable alternative due to land configuration, significant environmental constraints, or location on a principal arterial, additional design features such as a larger setbacks, additional landscaping, or review of fencing should be required.

- a. Evaluation of land configuration should consider whether a different layout of streets or provision of alleys is physically possible and could eliminate the need for a single-tier plat.

- b. Evaluation of environmental constraints should consider whether the location and extent of critical areas prevents a standard plat design.
- c. Review of fencing should ensure that the development does not “turn its back” to public areas.

Policy CD-23. Development should have buildings oriented toward the street or a common area rather than toward parking lots.

Policy CD-24. Non-residential structures should be clustered and connected within the overall development through the organization of roads, blocks, yards, focal points, and amenity features to create a neighborhood.

Policy CD-25. Streets, sidewalks, and pedestrian or bike paths should be arranged as an interconnecting network. Dead-end streets and cul-de-sacs should be discouraged. A grid or “flexible grid” pattern of streets and pathways, with a hierarchy of widths and corresponding traffic volumes, should be used.

Policy CD-26. Interpret development standards to support plats designed to incorporate vehicular and pedestrian connections between plats and neighborhoods. Small projects composed of single parcels and/or multiple parcels of insufficient size to provide such connections, should include future street stubs. Future street connections should be clearly identified to notify residents of future roadway connections.

Policy CD-27. Connect residential uses to other uses through design features such as pedestrian access, shared parking areas, and common open spaces.

Policy CD-28: New streets should be designed to provide convenient access and a choice of routes between homes and parks, schools, shopping, and other community destinations.

Policy CD-29. Recognize the need for secure limited access within large manufacturing facilities by retaining private drives and roads in areas where airplane manufacturing operations continue

Policy CD-30. Non-residential development should have site plans that provide street access from a principal arterial, consolidate access points to existing streets, and have internal vehicular circulation that supports shared access. Curb cuts and internal access should not conflict with pedestrian circulation.

Policy CD-31. Neighborhoods, commercial areas, and centers should have human-scale features, such as pedestrian pathways and public spaces (e.g. parks or plazas) that have discernible edges, entries and borders.

Policy CD-32. Structures at intersections should not be set back from the street and sidewalk so as to allow vehicular circulation or parking to be located between the sidewalk and the building in Commercial and Centers designations.

Policy CD-33. Site design for office uses and commercial and mixed-use developments should consider ways of improving transit ridership through siting, locating of pedestrian amenities, walkways, parking, etc. Ground floor uses and design should be pedestrian-oriented.

Objective CD-E: New development and infill patterns should be consistent with a high quality urban form.

Policy CD-34. Support project site planning in Residential land use designations that incorporates the following, or similar elements, in order to meet the intent of the objective:

- 1) Buildings oriented toward public streets,
- 2) Private open space for ground-related units,
- 3) Common open or green space in sufficient amount to be useful,
- 4) Preferably underground parking or structured parking located under the residential building,
- 5) Surface parking, if necessary, to be located to the side or rear of the residential building(s),
- 6) Landscaping of all pervious areas of the property, and
- 7) Landscaping, consisting of groundcover and street trees (at a minimum), of all setbacks and rights-of way abutting the property.

Policy CD-35. Support commercial and industrial development plans incorporating the following features:

- 1) Shared access points and fewer curb cuts;
- 2) More than one use into a single development;
- 3) Properties in more than one ownership;
- 4) Internal circulation among adjacent parcels;
- 5) Buildings that front on the street with service and parking areas located behind the building and/or screen from front views;
- 6) Shared facilities for parking, transit, recreation, and amenities;
- 7) Allowance for future transition to structured parking facilities;
- 8) Centralized signage;
- 9) Unified development concepts; and
- 10) Landscaping and streetscape that softens visual impacts.

Policy CD-36. Developments within Commercial and Centers land use designations should have a combination of internal and external site design features, such as:

- 1) Public plazas;
- 2) Prominent architectural features;
- 3) Public access to natural features or views;
- 4) Distinctive focal features;
- 5) Indication of the function as a gateway, if appropriate;
- 6) Structured parking; and
- 7) Other features meeting the spirit and intent of the land use designation.

Policy CD-37. When appropriate, due to scale, use, or location, on-site open space and recreational facilities in developments should be required.

Policy CD-38. Developments should be designed so that public access to and use of parks, open space, or shorelines, is available where such access would not jeopardize the environmental attributes of the area.

Policy CD-39. Ensure quality development by supporting site plans and plats that incorporate quality building, development, and landscaping standards that reflect unity of design and create a distinct sense of place.

Policy CD-40. Use design regulations to provide direction on site design, building design, landscape treatments, and parking and circulation.

Policy CD-41. Site design of development should relate, connect, and continue design quality and site function from parcel to parcel.

Policy CD-42. Site design should address the effects of light, glare, noise, vegetation removal, and traffic in residential areas. Overall development densities may be reduced within the allowed density range to mitigate potential adverse impacts.

Policy CD-43. Consider placement of structures and parking areas in initial redevelopment plans to facilitate later infill development at higher densities and intensities over time.

Objective CD-F: Ensure privacy and personal space in residential developments.

Policy CD-44. Development should be designed (e.g. site layout, building orientation, setbacks, landscape areas and open space, parking, and outdoor activity areas) to result in a high quality development as a primary goal, rather than to maximize density as a first consideration.

Policy CD-45. Interpret development standards to support new plats and infill project designs that address privacy and quality of life for existing residents

Policy CD-46. Variances to development standards should not be granted to facilitate additional density on an infill site.

Policy CD-47. New plats proposed at higher densities than adjacent neighborhood developments may be modified within the allowed density range to reduce conflicts between old and new development patterns. However, strict adherence to older standards is not required.

Policy CD-48. Locate and design residential-commercial mixed-use development in a manner that preserves privacy and quiet for residents.

Objective CD-G: Where land uses and Comprehensive Plan designations intersect, recognition of a transition and/or buffer between uses should be incorporated into development plans.

Policy CD-49. Support urban forms of setback and buffering treatment in Centers and Commercial land use designations such as:

- a) Street trees with sidewalk grates,
- b) Paving and sidewalk extensions or plazas, and
- c) Planters and street furniture.

Policy CD-50. Support site plans that transition to and blend with existing development patterns using techniques such as lot size, depth and width, access points, building location setbacks, and landscaping. Sensitivity to unique features and differences among established neighborhoods should be reflected in site plan design. Interpret development standards to support ground-related orientation, coordinated structural design, and private yards or substantial common space areas.

Policy CD-51. Development should be visually and acoustically buffered from adjacent freeways.

Policy CD-52. Off-site impacts from industrial development such as noise, odors, light and glare, surface and ground water pollution, and air quality should be controlled through setbacks, landscaping, screening and/or fencing, drainage controls, environmental mitigation, and other techniques.

Policy CD-53. Consideration of the scale and building style of near-by residential neighborhoods should be included in development proposals.

Policy CD-54. Development should be designed to consider potential adverse impacts on adjacent, less intensive uses, e.g. lighting, landscaping, and setbacks should all be considered during site design.

Policy CD-55. Landscape buffers, additional setbacks, reduced height, and screening devices such as berms and fencing should be employed to reduce impacts (e.g. visual, noise, odor, light) on adjacent, less intensive uses.

Policy CD-56. Office sites and structures should be designed (e.g. signage; building height, bulk and setback; landscaping; parking) to mitigate adverse impacts on adjacent land uses.

Policy CD-57. Single-family lot size, lot width, setbacks, and impervious surface should be sufficient to allow private open space, landscaping to provide buffers/privacy without extensive fencing, and sufficient area for maintenance activities.

Policy CD-58. Evaluate project proposals in Residential Multi-family designations to consider the transition to lower density uses where multi-family sites abut lower density zones. Setbacks may be increased, heights reduced, and additional landscape buffering required through site plan review.

- 1) In order to increase the potential compatibility of multi-family projects, with other projects of similar use and density, minimum setbacks for side yards should be proportional to the total lot width, i.e. wider lots should require larger setback dimensions;
- 2) Taller buildings (greater than two stories) should have larger side yard setback dimensions; and
- 3) Heights of buildings should be limited to three stories and thirty-five (35) feet, unless greater heights can be demonstrated to be compatible with existing buildings on abutting and adjacent lots.

Policy CD-59. Modify existing commercial and residential uses that are adjacent to or within new proposed development to implement the Center land use vision as much as possible through alterations in parking lot design, landscape, signage, and site plan as redevelopment opportunities occur.

B. Gateways

Summary: Community identity can be effectively communicated at City and district/neighborhood entries through the designation of these areas as “gateways.” Gateways are a means to call attention to the entrance and bid welcome to the City or a more specific geographic area.

Objective CD-H: Highlight entrances to the City through the use of the “Gateways” designation.

Policy CD-60. Identify primary and secondary gateways to the City and develop them as opportunities arise.

Policy CD-61. The level of development intensity at a gateway should be used, with location, to determine whether it is a primary or secondary gateway.

Policy CD-62. Each gateway should have unique, identifiable design treatment in terms of landscaping, building design, signage, street furniture, paving, and street width. Special consideration of gateway function should be demonstrated through design of these elements.

Policy CD-63. Downtown gateways should employ distinctive landscaping, signage, art, architectural style, and similar techniques to better delineate the downtown and enhance its unique character.

C. Views, Focal Points, and Public Amenities

Summary: Views are a resource that should be preserved for public access to the greatest extent possible. Focal points should be created and used to enhance the community.

Objective CD-I: Protect and enhance public views of distinctive features from public streets and other focal points within the City and the surrounding area.

Policy CD-64. Scenic views and view corridors along roadways in the City should be identified and preserved through application of development standards.

Policy CD-65. Access from public roadways to views of features of distinction should be enhanced through the development of public viewpoints where appropriate.

Policy CD-66. Neighborhood identity should be established by featuring views, highlighting landmarks, or creating focal points of distinction.

Policy CD-67. Focal points should have a combination of public areas, such as parks or plazas; architectural features, such as towers, outstanding building design, transit stops, or outdoor eating areas; and landscaped areas. These features should be connected to pedestrian pathways.

D. Architecture

Summary: It is not the intent of these policies to dictate the architectural style of structures in the City of Renton. The Community Design architectural policies are intended to encourage design of structures that fit well into the neighborhood, reflect the physical character of Renton, mitigate potential negative impacts of development, and function well in meeting the needs of both the building occupant and the community.

Objective CD-J: Architecture should be distinctive and contribute to the community aesthetic.

Policy CD-68. Structures should be designed (e.g. building height, orientation, materials, color and bulk) to mitigate potential adverse impacts, such as glare or shadows on adjacent less intense land uses and transportation corridors.

Policy CD-69. Rooftops that can be seen from higher elevations, taller buildings, and public streets, parks, or open space should be designed to hide mechanical equipment and to incorporate high-quality roofing materials.

Policy CD-70. Design characteristics in larger, new developments or individual building complexes should contribute to neighborhood and/or district identity.

Objective CD-K: Ensure that structures built in residential areas are consistent with the City's adopted land use vision and Purpose Statements for each Land Use Designation found in the Comprehensive Plan Land Use Element, Residential Policies.

Policy CD-71. Interpret development standards to support projects with higher quality single-family housing by requiring:

- 1) A variety of compatible housing styles making up block fronts;
- 2) Additional architectural features such as pitched roofs, roof overhangs, and/or decorative cornices, fenestration and trim; and
- 3) Building modulation and use of durable exterior materials such as wood, masonry, stucco, or brick.

Policy CD-72. New stacked flat and townhouse development should be compatible in size, scale, bulk, use, and design with existing residential development in the vicinity.

Policy CD-73. Non-residential structures, such as community recreation buildings, in residential areas, may have dimensions larger than residential structures, but should be compatible in design and dimensions with surrounding residential development.

Policy CD-74. Support project design that incorporates the following, or similar elements, in architectural design of multi-family structures:

- 1) Variation of facades on all sides of structures visible from the street with vertical and horizontal modulation or articulation;
- 2) Angular roof lines on multiple planes and with roof edge articulation such as modulated cornices;
- 3) Private entries from the public sidewalk fronting the building for ground floor units;
- 4) Ground floor units elevated from sidewalk level;
- 5) Upper-level access interior to the building;
- 6) Balconies that serve as functional open space for individual units; and
- 7) Common entryways with canopy or similar feature.

Objective CD-L: New commercial and industrial buildings should be architecturally compatible with their surroundings in terms of their bulk and scale, exterior materials, and color when existing development is consistent with the adopted land use vision and Purpose Statements for each Commercial, Center Designation, and Employment Area in the Comprehensive Plan Land Use Element, Center and Commercial Policies.

Policy CD-75. A variety of architectural design and detailing should be encouraged and innovative use of building materials and finishes should be promoted.

Policy CD-76. Development should provide appropriate landscaping and façade treatment when located along designated City arterials or adjacent to less intense developments in order to mitigate potentially adverse visual or other impacts.

Policy CD-77. Incentives should be developed to encourage rehabilitation (e.g. facade restoration) of older downtown buildings.

Policy CD-78. Encourage a variety of architectural treatments and styles to create an urban environment.

E. Landscaping

Summary: Landscaping is a key element of the City. It can be used to create distinctive character for developments, neighborhoods and along city streets; to frame views; to block unsightly views; or mitigate the scale of large buildings. It can also be used to reduce traffic noise levels and the effects of pollution.

Objective CD-M: The City of Renton should adopt a citywide landscape plan that furthers the aesthetic goal of the City and provides guidance for future development and infrastructure improvements.

Policy CD-79. Existing mature vegetation and distinctive trees should be retained and protected in developments.

Policy CD-80. A comprehensive landscape architectural plan for the City should be developed. The plan should include recommendations for preferred street and landscape trees.

Policy CD-81. Landscape plans should take into consideration the potential impact of mature vegetation on significant views so that future removal of view-blocking trees will not be necessary.

Policy CD-82. A comprehensive landscape plan for the City should include areas such as those adjacent to freeways and major highways and other public rights-of-way. The installation of this landscaping should be encouraged.

Policy CD-83. Citywide development standards, for landscape design, installation, and maintenance should be developed.

Policy CD-84. Trees should be planted along residential streets, in parking lots requiring landscaping, and in other pervious areas as the opportunity arises. Trees should be retained whenever possible and maintained using Best Management Practices as appropriate for each type.

Policy CD-85. Landscaping is encouraged, and may be required, in parking areas to improve their appearance and to increase drainage control.

Policy CD-86. Landscape and surface water drainage plans should be coordinated to maximize percolation of surface water and minimize runoff from the site.

Policy CD-87. Strong visual linkages should be created between downtown Renton and neighborhoods using landscaped arterial streets and connectors.

Policy CD-88. Street trees and landscaping should be required for new development within the Valley to provide an attractive streetscape in areas subjected to a transition of land uses.

Policy CD-89. Key arterials should be enhanced with boulevard design features such as landscaped center-of-road medians for the purpose of improving safety through the control and slowing of traffic for pedestrian safety and improved conditions for vehicles leaving and entering the principal arterial.

Objective CD-N: Site plans for new development projects for all uses, including residential subdivisions, should include landscape plans.

Policy CD-90. Interpret development standards to support provision of landscape features as well as innovative site planning. Criteria should include:

- 1) Attractive residential streetscapes with landscaped front yards that are visible from the street;
- 2) Landscaping, preferably with drought- resistant evergreen plant materials;
- 3) Large caliper street trees;
- 4) Irrigated landscape planting strips;
- 5) Low-impact development using landscaped buffers, open spaces, and other pervious surfaces; and
- 6) Significant native tree and vegetation retention and/or replacement.

Policy CD-91. Landscape plans for proposed development projects should include public entryways, street rights-of-way, stormwater detention ponds, and all common areas.

Policy CD-92. Residential subdivisions and multi-family residential projects should include planting of street trees according to an adopted citywide landscape plan.

Policy CD-93. Maintenance programs should be required for landscaped areas in development projects, including entryways, street rights-of-way, stormwater retention/detention ponds, and common areas.

Policy CD-94. Surface water retention/detention ponds should be landscaped appropriately for the location of the facility.

F. Streets, Sidewalks, and Streetscape

Objective CD-O: Promote development of attractive, walkable neighborhoods and shopping areas by ensuring that streets are safe, convenient, and pleasant for pedestrians.

Policy CD-95. The design of pedestrian-oriented environments should address safety as a first priority. Safety measures should include generous separation of cars and pedestrians, reducing the number of curb cuts and driveways, having numerous, well-marked street crossings, and providing street and sidewalk lighting.

Policy CD-96. Aesthetic improvements along street frontages should be provided, especially for properties abutting major streets and boulevards. Incentives should be

provided for the inclusion of streetscape amenities including: landscaping, public art, street furniture, paving, signs, and planting strips in developing and redeveloping areas.

Policy CD-97. Require significant pedestrian element in internal site circulation plans.

Policy CD-98. Block lengths and widths should be maintained at the pedestrian-friendly standards that predominate within the downtown.

Policy CD-99. Commercial Corridor intersections frequented by pedestrians, due to the nature of nearby uses or transit stops, should feature sidewalk pavement increased to form pedestrian corners and include pedestrian amenities, signage, and special design treatment that would make them identifiable as activity areas for the larger corridor.

Objective CD-P: Develop a system of residential streets, sidewalks, and alleys that serve both vehicles and pedestrians.

Policy CD-100. A citywide street and sidewalk system should provide linkages within and between neighborhoods. Such system should not unduly increase pass-through traffic, but should create a continuous, efficient, interconnected network of roads and pathways throughout the City.

Policy CD-101: Criteria should be developed to locate pedestrian and bicycle connections in the City. Criteria should consider:

- a) Linking residential areas with employment and commercial areas;
- b) Providing access along arterials;
- c) Providing access within residential areas;
- d) Filling gaps in the existing sidewalk system where appropriate; and
- e) Providing access through open spaces and building entries to shorten walking distances.

Policy CD-102. Residential streets should be constructed to the narrowest widths (distance from curb to curb) feasible without impeding emergency vehicle access.

Policy CD-103. Landscaped parking strips should be considered for use as a safety buffer between pedestrians and moving vehicles along arterials and collector streets.

Policy CD-104. Intersections should be designed to minimize pedestrian crossing distance and increase safety for disabled pedestrians.

Policy CD-105. Evaluate existing intersections of arterial roadways for opportunities to create focal points, if such focal points do not reduce vehicular or pedestrian safety.

Policy CD-106. Alleys should be used where alleys currently exist to facilitate use of alley-accessed parking, for freight deliveries in commercial and industrial areas, and for the removal of refuse and recyclables.

Policy CD-107. Encourage designation of new alleys in redevelopment projects.

Policy CD-108. To visually improve the streetscape, increase the safety of perimeter sidewalks, and facilitate off-street parking, construction of alleys providing rear access to service entries and garages should be encouraged. Alleys are preferred in small-lot subdivisions to provide higher quality site planning that allows garage access from the rear and reduces curb cuts and building mass on narrow lots.

Policy CD-109. Sidewalks or walking paths should be provided along residential streets. Sidewalk width should be ample to safely and comfortably accommodate pedestrian traffic.

Policy CD-110. Street trees should be used to reinforce visual corridors along major boulevards and streets.

Policy CD-111. Street trees should be protected. If removal is necessary for municipal purposes such as infrastructure improvements or maintenance, trees should be replaced with the same, size, and type. Upon adoption of citywide standards, street trees should be upgraded consistent with those standards.

Policy CD-112. Appearance of parking lots should be improved by screening through appropriate combinations of landscaping, fencing, and berms.

Policy CD-113. Structural supports for overhead traffic signals should be designed to diminish visual impacts.

Policy CD-114. All utility lines should be placed underground.

G. Signage

Objective CD-Q: Commercial signs in Renton should be regulated by citywide standards.

Policy CD-115. Sign regulations should direct the type, size, design, and placement of signs in order to ensure reasonable aesthetic and safety considerations.

Policy CD-116. Billboards that are out of scale with surrounding buildings and uses, should be removed.

Policy CD-117. All bulky and unusually large or tall signs should be eliminated.

Policy CD-118. Sign placement should be limited to on-site locations.

Policy CD-119. Signs should be regulated as an integral part of architectural design. In general, signs should be compatible with the rest of the building and site design.

Policy CD-120. Consolidate signage for mixed-use development

Policy CD-121. Locate signage to reduce light and glare impacts to residential areas.

Policy CD-122. Interpretive and directional signs for major landmarks, neighborhoods, and viewpoints should be established to enhance community identity.

H. Lighting

Objective CD-R: Lighting systems in public rights-of-way should be provided to improve safety, aid in direction finding, and provide information for commercial and other business purposes. Excess lighting beyond what is necessary should be avoided.

Policy CD-123. All exterior lighting should be focused and directed away from adjacent properties and wildlife habitat to prevent spillover or glare.

Policy CD-124. Lighting should be used as one means to improve the visual identification of residences and businesses.

Policy CD-125. Lighting fixtures should be attractively designed to complement the architecture of a development, the site, and adjacent buildings.

Policy CD-126. Lighting within commercial and public areas should be located and designed to enhance security and encourage nighttime use by pedestrians.

I. Parking

Policy CD-S. Reduce the impacts of parking and vehicle storage in neighborhoods and business areas.

Policy CD-127. Discourage parking lots between structures and street right-of-way.

Policy CD-128. Support parking at-grade in surface parking lots only when structured or under-building parking is not viable.

Policy CD-129. Locate parking for residential uses in the mixed-use developments to minimize disruption of pedestrian or auto access to the retail component of the project.

Policy CD-130. Parking lots and structures should employ and maintain landscaping and other design techniques to minimize the visual impacts of these uses.

Policy CD-131. Reduce the suburban character of development, preserve opportunities for infill development, and provide for efficient use of land by setting maximum parking standards.

Policy CD-132. In mixed-use developments with ground-floor retail uses, residential parking areas should not conflict with pedestrian and vehicular access to the retail component of the project.

Policy CD-133. If transit service is available, parking requirements may be reduced or shared parking serving multiple developments may be allowed.

Policy LU-134. Accommodate parking within a parking structure in Commercial and Center land use designations. Where structured parking is infeasible due to site configuration, parking should be located in the back or the side of the primary structure.

Policy CD-135. Support shared parking by averaging parking ratios for co-located and mixed-uses.

Policy CD-136. Vehicular connections between adjacent parking areas are encouraged. Incentives should be offered to encourage shared parking.

Objective CD-T. Promote a reasonable balance between parking supply and parking demand within the downtown.

Policy CD-137. Parking should be structured whenever feasible. Accessory surface parking is discouraged.

Policy CD-138. The existing supply of parking should be managed to encourage joint use rather than parking for each individual business.

Policy CD-139. Downtown parking standards should recognize the different demands and requirements of both local and regional commercial parking versus those of office and residential uses.

Policy CD-140. Alternatives to individual on-site parking that encourage efficient use of urban land (e.g. fees in lieu of parking, multiple-use or shared parking leased off-site parking, car-sharing) should be encouraged.

Policy CD-141. Parking standards and requests for parking modifications for downtown residents should reflect the market demand of urban residential uses, taking into account transit service availability, car-sharing availability, and other transportation demand management tools available.

Policy CD-142. In order to maximize on street parking availability in the downtown, loading and delivery areas for downtown uses should be consolidated and limited to alleys, other off-street areas, or city-designated on-street loading zones. Alley and off-street loading and delivery areas should be screened from view of the street.